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RAILROAD PASSENGER TARIFFS IN AUSTRIA.

THE October number of the *ANNALS* contained a communication from the General Traffic Manager of the Austrian State Railways relating to the new system of passenger fares introduced on those roads, June 16, 1890. We then promised a fuller account of the system in a later number. The following pages contain the more important provisions of the law taken from the book of instructions issued by the Austrian Government for the use of the public and railway officials.¹ Many of the provisions in regard to special cars, special trains, sleeping-cars, etc., are essentially the same as those contained in the Hungarian Instruction-book, formerly printed in the *ANNALS*,² and are therefore omitted here.

I. RAILROAD LINES TO WHICH THE FOLLOWING TARIFF REGULATIONS APPLY.

The following regulations apply to all Government railroads, and to all private railroads under Government control, except the following private railroads:

Böhmisch-Leipa-Niemes, Chodau-Neudek, Elbogen-Neusattl, Kaschitz-Radonitz, Nusle-Vrsovic-Modran, Pottscherad-Wurzmies, Mährische Westbahn, Olmütz-Cellechowitz, Vöcklabruck-Kammer, Wels (Haiding)-Aschach, Wittmansdorf-Ebenfurth, Gleisdorf-Weiz, Lemberg-Betzec (Tomaszow), Kolomeaer local railroads, Bukowinaer local railroads.

On the above-mentioned railroads the present tariff remains in force until further notice.

In the calculation of transportation rates the railroad

¹ Tarife und Tarifbestimmungen für den Transport von Personen und Reisegepäck. Gültig vom 16 Juni, 1890. Wien, 1890.

² See article in *ANNALS OF THE AMERICAN ACADEMY*, vol. i. No. 1, July, 1890, entitled, "Railroad Passenger Fares in Hungary," p. 103.

lines within the territory to which this tariff applies, in so far as they are not separated by railroads not under Government control, are considered as one system.

The following private railroads are the only exception to the above:

Prag (Smichov)-Obernitz-Brux-Moldau, Dux-Ladowitz-Ossegg-Bodenbach, Ossegg-Komotau, Hannsdorf-Liegenhals, Mösel-Hüttenberg, Fehring-Fürstenfeld. With respect to these the fare is not based on a calculation in connection with the other roads, but the rate of charge is made anew to and from all connecting points.

II. REGULATIONS RELATING TO PASSENGER TRAFFIC.

I. PRICE OF PASSAGE.

By the purchase of a railroad ticket the passenger does not acquire the right to the free transportation of any baggage except hand-baggage.

A. *General Passenger Rates.*

The prices of tickets (except the additional sums resulting from the division into zones) are based upon the kilometre: for the 3d class at 1 kreutzer the kilometre; for the 2d and 1st classes at two and three times this amount, respectively.

On express trains 50 per cent. increase is charged for all classes.

The fundamental rates, then, are, per kilometre, for the passenger and mixed trains: 1 kreutzer (0.4c.) for the 3d class, 2 kreutzers (0.8c.) for the 2d class, and 3 kreutzers (1.2c.) for the 1st class. Similarly for express trains: 1.5 kreutzer (0.6c.) for the 3d class, 3 kreutzers (1.2c.) for the 2d class, and 4.5 kreutzers (1.8c.) for the 1st class. The distances from each station, or stopping-place, are uniformly divided into fixed distances, or zones, within which, in calculating the passenger fares, each distance is reckoned to the final station of the zone—thus: the first 50 kilometres are divided into 5 zones of 1 myriametre (10 kil.) each; the following 30 kilometres, into 2 zones of 1½ myriametres (15 kil.) each;

the following 20 kilometres, into 1 zone of 2 myriametres (20 kil.) each; the following 100 kilometres, into 4 zones of $2\frac{1}{2}$ myriametres (25 kil.) each; so that the first 200 kilometres are divided into 12 zones. The distances over 200 kilometres are divided into zones of 50 kilometres each.¹

The actual fares to be paid, then, can be seen from the following table:

Zone.	Kilometre.	ONE PERSON.					
		[Kreutzer Austrian value, stamp included.]					
		Passenger and mixed trains.			Express trains.		
		Class			Class		
		III.	II.	I.	III.	II.	I.
1	I to 10	10 ²	20	30	15	30	45
		0.04	0.08	0.12	0.06	0.12	0.18
2	II " 20	20	40	60	30	60	90
		0.08	0.16	0.24	0.12	0.24	0.36
3	21 " 30	30	60	90	45	90	135
		0.12	0.24	0.36	0.18	0.36	0.54
4	31 " 40	40	80	120	60	120	180
		0.16	0.32	0.48	0.24	0.48	0.72
5	41 " 50	50	100	150	75	150	225
		0.20	0.40	0.60	0.30	0.60	0.90
6	51 " 65	65	130	195	98	195	293
		0.26	0.52	0.78	0.39	0.78	1.17
7	66 " 80	80	160	240	120	240	360
		0.32	0.64	0.96	0.48	1.06	1.44
8	81 " 100	100	200	300	150	300	450
		0.40	0.80	1.20	0.60	1.20	1.80
9	101 " 125	125	250	375	188	375	563
		0.50	1.00	1.50	0.72	1.50	2.25
10	126 " 150	150	300	450	225	450	675
		0.60	1.20	1.80	0.90	1.80	2.70
11	151 " 175	175	350	525	263	525	788
		0.70	1.40	2.10	1.05	2.60	3.15
12	176 " 200	200	400	600	300	600	900
		0.80	1.60	2.40	1.20	2.40	3.60
13	201 " 250	250	500	750	375	750	1125
		1.00	2.00	3.00	1.50	3.00	4.50
14	251 " 300	300	600	900	450	900	1350
		1.20	2.40	3.60	1.80	3.60	5.40

¹ The kilometre is equal to 0.621 of an English mile. The first five zones, therefore, contain each a little over 6 English miles; the sixth and seventh zones have each nearly $9\frac{1}{2}$ miles; the eighth has $12\frac{1}{2}$ miles; the ninth, tenth, eleventh, and twelfth, $15\frac{1}{2}$ miles each. Every succeeding zone contains 31.05 miles.

² Figures in upper line of each set are kreutzers; lower line dollars and cents. The florin is reckoned at 40 cents.

The actual charge made for tickets appears from the preceding table, except when different rates must be made to meet competition. The price of the ticket increases by 50 kreutzers for every 50 kilometres or fraction thereof, after 200 kilometres is reached. The actual division of the stations into zones can be seen from the zone-charts which are posted in each station, and from the table of rates. These are also issued (together in one book) for the combined lines.

B. *Subscription Tickets (Yearly Tickets).*

Yearly tickets are issued :

(a) Good on all lines upon which this tariff is in force. The price of such a ticket is, for the 1st class, \$120.00 (300 fl.); for the 2d class, \$80.00 (200 fl.); and for the 3d class, \$40.00 (100 fl.).

(b) For small distances, exceeding, however, 50 kilometres, the price of such a ticket varies according to the length of the journey, and can be seen from the official tariff table, which gives the prices for all tickets up to full yearly tickets good for all lines. If yearly tickets for smaller distances are desired upon connecting lines by means of which the whole or part of the return trip can be made by another route, the price for the longest route will be charged.¹

¹ From a letter addressed to Editors of the ANNALS by Dr. Wessely, General Traffic Manager of the Austrian roads, dated November 7, 1890, it appears that these full yearly tickets entitle the holder to ride as often as he pleases on any part of the lines embraced in the system. The system now includes a network of roads more than 6500 kilometres in length, a little over 4000 miles. The ticket consists of a small book containing the photograph of the holder, a copy of the Regulations pertaining to tariffs, and a list of the roads on which it is good.

Yearly tickets for small distances are also sold at a very great reduction. Thus a yearly ticket entitling to ride a distance of 50 kilometres as often as one pleases is sold for \$18.40, \$27.60, \$36.80, for the three classes respectively; tickets for 100 kilometres, at \$24.90, \$36.80, and \$49.20; for 200 kilometres, at \$36.80, \$55.20, and \$73.60, etc., with rates for all distances between these. The rate for 224 kilometres, third class, is \$40.00, and for this sum a full yearly ticket can be purchased. The same condition is reached at 334 kilometres for the second class, and 389 kilometres for the first class.

Both kinds of yearly tickets—full and partial—are issued in the name of the holder, and must be signed in his own hand, and his photograph must be affixed to the ticket.

Each yearly ticket is good exclusively for the person in whose name it is drawn up. It can be used for all scheduled trains except the Oriental Express.

C. Reduced Rates.

(a) The following persons can ride free :

Children under two years of age, accompanied by an adult.

When several children under two years are accompanied by a single person, two children only travel free ; for each of the others half fare is to be paid.

(b) The following classes of persons can travel for half fare :

1. In all classes of cars :

(a) Children from two to ten years old. There is no further reduction for children in cases 2a-e.

If there is any doubt as to the age of the children, the judgment of the highest railroad official present at the time of the inspection is final.

(b) Pupils of all public educational institutions travelling for the purpose of attending school and furnished with the proper legitimation, valid for one school year. The tickets contain the name of the holder and the certificate from the proper school authority of the actual attendance of the pupils.

These tickets are issued only for distances up to 50 kilometres.

2. In third-class cars of passenger and mixed trains :

(a) Laborers (journeymen, factory hands, apprentices and the like, both men and women) furnished with a certificate from their employers and the municipal authorities that they belong to this class. This privilege is granted for distances up to 50 kilometres.

These certificates are good for a calendar month and can

be used, except on Sabbaths, for daily travel between the home station and the station of employment on payment each time of half a third-class ticket.

The Use of More Than One Ticket for a Single Trip Prohibited.

The lowering of the rate for a through trip by using two or more zone-tickets for short distances, in place of the regular ticket for such a trip, is not allowed. The regular rate, according to the tariff, must be calculated for the through trip to the end of the zone in which the traveller's station of destination is situated. This regular rate must, under all circumstances, be paid. It may be paid at the beginning of the journey, or, in case the journey has been extended beyond the limit at first intended, and proper notification thereof has been given, the additional sum may be paid while on the journey.

The attempt to reduce the rate for a through trip by means of two or more zone-tickets for shorter distances, in place of a regular ticket for such a trip, is considered an evasion of the printed tariff. The traveller in question will be regarded as not having a legitimate ticket for the entire journey, and will be treated according to Regulations, II. 8.

BAGGAGE REGULATIONS.

Hand-baggage may be taken into the car and placed in the over-head racks in proportion to the amount of space to which the passenger is entitled, provided fellow-passengers are not annoyed thereby and that customs and revenue regulations permit. Such articles are free of charge and must be cared for by the passenger himself.

All other baggage will be received after the baggage rates, reckoned in accordance with the following tariff, is paid.

Baggage Tariff and General Regulations.

For each 10 kilogrammes of baggage carried one kilometre, a charge of $\frac{8}{10}$ of a mill (0.2 kr.), stamp included, is made.

There is no additional charge for taking care of and handling baggage.

The minimum baggage charge is 4 cents (10 kr.).

The baggage charge must be paid when the baggage is deposited, otherwise it will not be forwarded.

Only such articles as are personal effects will be carried as baggage, such as trunks, travelling bags, hat-boxes, small boxes, etc., also travelling salesmen's sample trunks.

Additional Charge for Declaration of Value.

In the case of declaration of value, the extra charge amounts to two per thousand for every 150 kilometres or fractional part thereof. By the payment of a similar charge the arrival of the baggage on time may be insured.

Baggage may thus be insured to the value of 250 gulden (\$100) for 50 kreutzers (50c.) to the distance of 150 kilometres, or \$2.00 to the distance of 1500 kilometres.

The provisions relating to storage charges, fines, dogs, stop-over privileges, loss of tickets, etc., are so similar to those in the Hungarian laws,¹ that they are omitted here.

Translated by

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¹ See ANNALS OF THE ACADEMY, for July, 1890, pp. 109 and following.